IN THE SPECIFICATION:

Please amend the indicated paragraphs of the specification in accordance with the amendments indicated below.

Page 1: 2nd full paragraph, amend as indicated below:

[2] There is a bearing device available for supporting a pinion shaft in which a tapered roller bearing is used as a roller bearing for supporting the pinion shaft (see the Patent Document 1). The tapered roller bearing for supporting the pinion shaft is advantageous in its large load capacity, however, a rotation torque thereof (rotation resistance with respect to rotation of the pinion shaft) is increased because an area where inner and outer rings contact the tapered rollers is large, and a sliding action occurs in a ~~flange~~ rib part. There is an oblique contact ball bearing (angular ball bearing) as a bearing usable for supporting the pinion shaft and capable of reducing the rotation torque. The oblique contact ball bearing can reduce the rotation torque since its inner and outer rings contact the balls in a small area.

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Page 10: Paragraph bridging pages 10 and 11, amend as indicated below:

[30] The second assembly component 22 comprises a single second inner ring 14, a small-diameter-side row of balls 28, a large-diameter-side row of balls 29, and retainers 32 and 33. The second inner ring 14 has a structure of a counterbored inner ring. More specifically, the second inner ring 14 comprises a small diameter outer ring raceway [[12a]] 14a and a large diameter inner ring raceway 14b. The small diameter inner ring raceway 14a is opposed in a radial direction to the small diameter outer ring raceway 12a. The large diameter inner ring raceway 14b is opposed in a radial direction to the large diameter outer ring raceway 12b. A planar part 14c is formed between the small diameter inner ring raceway 14a and the large diameter inner ring raceway 14b. The planar part 14c has a diameter smaller than that of the large diameter inner ring raceway 14b and continuous to the small diameter inner ring raceway 14a. Accordingly, an outer peripheral surface of the first inner ring 14 is thus formed in the stepwise shape.

Page 15: Last paragraph bridging pages 15 and 16, amend as indicated below:

[48] The pinion shaft 7 into which the first assembly component 21 is built up is inserted through a one-side opening of the front case 3 from the small-diameter-side. At the time, the pinion shaft 7 is inserted so that the balls 18 of the small-diameter-side row of balls 16 of the first assembly component 21 are fitted into the small-diameter outer ring raceway 11b of the first outer ring 11. Further, the pinion shaft 7 is inserted so that the balls 17 of the large-diameter-side row of balls 15 are fitted into the large-diameter outer ring raceway 11a of the first outer ring 11. In order to realize the assembly process described above, the small-diameter-side row of balls 16 is provided to be closer to a rear side in the direction where the pinion shaft 7 is inserted (the counter-pinion-gear side) than the large-diameter-side row of balls 18.

Page 20: 2nd full paragraph, amend as indicated below:

[61] Further, a case is thought where the thrust load S2 to be imparted is made to be a range from S1 through S3 in consideration of tolerance range.

In this case, the adjustment range of the rotation torque T in the conventional oblique contact double row ball bearing is T3, while the adjustment range of the rotation torque T in the double row ball bearings 10 and 25 according to the present invention is T4. In this case, it is ~~k4 > k3~~ T4 > T3 as shown in Fig. 4. Therefore, when the same preload is imparted, the rotation torque T can be adjusted in the wider adjustment range in the double row ball bearings 10 and 25 according to the present invention than in the conventional double row ball bearing. As a result, the thrust load (preload) can be accurately and easily imparted.